RULE 10-I

Oral authorization and acknowledgments between Foremen and Engineers for trains to pass "Red Conditional Stop" signs must be worded in the following forms:

Foreman's Response

"THIS IS S.P. FOREMAN IN CHARGE OF THE WORK BETWEEN MP _____ AND MP _____ S.P. TRAIN ORDER NO. _____. WE ARE IN THE CLEAR AND YOU MAY PROCEED PAST THE RED CONDITIONAL STOP SIGN AND THROUGH THE LIMITS OF THE ORDER AT _____ M.P.H."

Engineer's Response

"THIS IS ENGINEER S.P. TRAIN _____. I MAY PROCEED PAST THE RED CONDITIONAL STOP SIGN AND THROUGH THE LIMITS OF ORDER NO. _____ BETWEEN MP _____ AND MP _____ AT (Speed). REPEAT (Speed) MILES PER HOUR."

Foreman must acknowledge Engineer's response as follows: S.P. TRAIN NO.____, O.K. ON ORDER NO.____

SPEED TABLE

TIME PER MILE	MILES PER HOUR	TIME PER MILE	MILES PER HOUR
41″	87.8	1′11″	50.7
42″	85.7	1′12″	50
43″	83.7	1′13″	49.3
44″	81.8	1′14″	48.6
45″	80	1′15″	48
46″	78.3	1′16″	47.4
47″	76.6	1′17″	46.8
48″	75	1′18″	46.2
49″	73.5	1′19″	45.6
50″	72	1′20″	45
51″	70.6	1′25″	42.4
52″	69.2	1′30″	40
53″	67.9	1′35″	37.9
54″	66.7	1′40″	36
55″	65.5	1′45″	34.3
56″	64.3	1′50″	32.7
57″	63.2	1′55″	31.3
58″	62.1	2′00″	30
59″	61	2′15″	26.7
1′00″	60	2′30″	24
1′01″	59	2′45″	21.8
1′02″	58.1	3′00″	20
1′03″	57.1	3′30″	17.1
1′04″	56.2	4′00″	15
1′05″	55.4	5′00″	12
1′06″	54.5	6′00″	10
1′07″	53.7	7′00″	8.6
1′08″	52.9	7′30″	8
1′09″	52.2	8′00″	7.5
1′10″	51.4	10′00″	6

SOUTHERN PACIFIC COMPANY

SAN ANTONIO DIVISION SPECIAL INSTRUCTIONS No. 4

EFFECTIVE WEDNESDAY, JANUARY 1, 1969

AT 12:01 A. M.

CENTRAL STANDARD TIME

SUPERSEDING SPECIAL INSTRUCTIONS No. 3

THESE INSTRUCTIONS CONSTITUTE A PART OF THE TIMETABLE CURRENTLY IN EFFECT

D. R. KIRK,
General Manager.

L. R. SMITH,
B. M. STEPHENS,
Assistant General Managers.

J. E. ADAMS,
Superintendent of Transportation.

J. D. RAMSEY,
Superintendent, San Antonio Division.

RULE A. Employes must have a copy of Rules and Regulations of the Transportation Department, effective January 1, 1969.

RULES 10-G, 10-H and 10-I. When unattended red flags or red lights, yellow flags, red CONDITIONAL STOP signs and yellow PROCEED PREPARED TO STOP signs are displayed between siding switches, they must be duplicated to the right of track in direction of approach. If clearance between siding and main track does not permit display of these signals to right of track in direction of approach, signals may be displayed to left of track in direction of approach.

Display of these signals to the left of track in direction of approach must be respected as though they were displayed in accordance with these rules.

RULES 10-H and 15. On the
Eagle Pass Branch
Kerrville Branch, between MP 258 and MP 308,
Gonzales Branch
Rockport Branch
yellow flags will be displayed one-half mile from point of restriction, and when a torpedo is exploded in the vicinity of a yellow flag displayed in accordance with Rule 10-H, train must proceed expecting to find an unattended red flag that may be displayed one-half mile beyond the torpedo and the yellow flag. Green flag will be displayed to the right of each track at the limit of restriction.

RULE 10-I and FORM Y TRAIN ORDER. A train or engine within limits of a Form Y Train Order at effective time of order must not proceed unless orally authorized by foreman in charge of work, or a proceed signal with green flag or light is received.

Where the term "Foreman" is used in these rules, Timetable Bulletins, Special Instructions and Form Y Train Orders, it will also apply to Southern Pacific employe in charge of work.

RULE 10-J. Speed signs prescribing an increase in speed will not be installed on the:

Eagle Pass Branch Kerrville Branch

Certain signs have words "SPRING SWITCH" "TURNOUT" or "DRAWBRIDGE" above and below figures. Such signs indicate speed which must not be exceeded while entire train is passing over spring switch, turnout or drawbridge, three-fourths mile beyond speed sign.

RULE 14(1). Where there are two or more road crossings in close proximity, standard whistle sign bearing letter "X" may have sign beneath it showing number of crossings involved and whistle must be sounded for each crossing in compliance with engine whistle signal 14(1).

RULE 97. On double track or two main tracks or within Interlocking, CTC or A-PB limits trains may run extra without train-order authority moving with the current of traffic on double track, but must obtain clearance before commencement of trip, if at an open train-order office.

RULE 99-C. Will apply between the following stations:

Skidmore and Brownsville Beeville and Tower 112
Sinton and Skidmore Tower 112 and Kerrville

RULE 103-A. When a train or engine is standing on any track to be met or passed by a train or engine and a public crossing at grade is to be opened to permit traffic to cross, the opening must, if practicable, clear crossing by 100 feet each side and member of crew must, if practicable, protect the open crossing against movement of trains or engines on adjoining tracks and when coupling up.

RULE 104-A. When inside switches are not equipped with hooks or locks, it will not be necessary to otherwise secure or render report.

RULE 283. Movements governed by semaphore type diverging route signals displaying "Proceed on Diverging Route", Figs. A and B, must be made with caution.

RULE 505. AUTOMATIC BLOCK SIGNAL SYSTEM KEY-RELEASES

Where automatic signal protection is provided for movements from an adjacent track to main track, "Key-Releases", with time-release feature, may be installed on signal case near fouling point to clear signal on one track when control circuit of other track is occupied.

If governing signal displays stop indication and no train approaching, member of crew may insert switch key in slot below governing signal number on signal case and turn SLOWLY one complete turn to right, remove key and wait until time-release of 3 minutes has functioned, after which signal should display proceed indication if block is clear.

Trains required to enter siding where signals are arranged as above must not pass home signal until after switch has been lined for siding.

ELECTRIC SWITCH LOCKS

Where electric switch locks are installed, lock-box door must not be opened if movement is to be made into a track leading from main track until engine or car is standing within 150 feet of switch; or if movement is to be made from such track or through a crossover to a main track, until block indicator indicates "block clear", on opposite track.

Within CTC or Interlocking limits before lock-box door is opened to enter main track or controlled siding, permission must be obtained from train dispatcher or operator, who must be notified when work completed and lock-box door closed and locked.

After lock-box door is opened, lock lever cannot be moved to opposite position to release switch for hand throwing until indicator in lock-box indicates "unlocked".

Lock lever must not be returned to lock position until all movements over switch are completed, switch returned to normal position and locked. Lock-box door must then be closed and locked.

When block indicators indicate "block-occupied", instructions posted inside lock-box must be complied with if movement is to be made to a main track while approach circuit is occupied by another train or engine, in addition to providing flag protection when necessary.

Low type electric locks, such as are applied direct to lever of hub type switch stands, function as above except that removal of switch lock has same effect as opening lock-box door. Instead of being equipped with an "UNLOCKED" indicator, these locks may have a pilot light that indicates by illumination when lock is unlocked.

When a pilot light will not illuminate to indicate electric lock is unlocked, push button on adjacent cast iron box protected with cover and locked with switch lock, should be depressed to illuminate green light. After a time interval of from one to seven minutes pilot light on electric lock will be illuminated, indicating lock is unlocked.

Emergency lock release is applied to side of low type electric lock and inside of lock box on hi-type electric lock. It is to be used only in case of electric or mechanical failure as indicated by failure of time-release to function after several minutes. When necessary, break seal and push button to operate emergency lock release. Train dispatcher must be notified immediately and movement made only after necessary flag protection is provided.

MECHANICAL SWITCH LOCKS

After lock-box is opened lock lever may be moved upward against stop. After a time interval of from one to seven minutes indicator will show UNLOCKED and lever may be moved to reverse position "R". Switch may then be operated in usual manner.

Lock lever must not be returned to normal position "N" until all movements over switch are completed and switch returned to normal position and locked.

Emergency lock release is to be used only in case of mechanical failure, as indicated by failure of time-release to function after several minutes. When necessary to break seal on emergency release, train dispatcher or signal operator must be notified immediately and movement made only after flag protection is provided.

RULE 535. Where switch point indicators are provided for protection of facing point movement over spring switches the following will govern:

Aspect	Indication
Green	Lined for normal movement
Red	Stop; open and close spring switch by hand removing any obstruction and know points fit up and are secure before proceeding.

RULE 705: HOT BOX DETECTORS

Hot box detector system in service at following locations:
MP 788.8 between Tornillo and Iser
MP 765.5 between McNary and Finlay
MP 726.3 between Sierra Blanca and Bola
MP 688.2 between Collado and Chispa
MP 656.0 between Quebec and Aragon
MP 605.2 between Alpine and Altuda
MP 582.8 between Altuda and Marathon
MP 557.2 between Warwick and Tesnus
MP 482.0 between Dryden and Shaw
MP 448.4 between Pumpville and Langtry
MP 345.5 between Pinto and Spofford
MP 274.5 between Sabinal and D'Hanis
MP 177.8 between Cibolo and Seguin
MP 160.9 between Kingsbury and Luling
MP 126.1 between Waelder and Flatonia

Trains will be governed by letter type indicators as follows:

When letter "H" is displayed it is an indication of hot bearing and train must immediately reduce speed to not exceeding 15 MPH and stop at hot bearing panel and be governed by instructions posted inside case.

When letter "W" is displayed it is an indication that preceding train has stopped due to a hot bearing indication but has not cancelled out system and following trains must stop and not proceed until light is extinguished or permission is obtained from train dispatcher. After stopping speed of 10 MPH or more should be obtained if possible before passing over detector provided restrictions permit. Dispatcher phone located near "W" indicator.

White light displayed on track side of detector instrument house indicates system operative. White light flashing indicates train has hot bearing and instructions applying to letter "H" must be complied with. When white light is not displayed, it indicates system is not operating properly, in which case train dispatcher must be notified from first point of communication.

If letter "H" is illuminated or flashing white light displayed on instrument house and no number indications or false indications are shown on read-out panel, entire train must be inspected.

When indication of hot bearing is shown on hot bearing read-out panel at more than one hot box detector system indicating the same car or cars, and hot bearing is not located, car or cars will be set out after receiving second indication.

Connecting crews, if any, must be notified by incoming crew of failure to locate hot bearing if indication is recevied on any hot box dectector system and car is not set out.

Report all cases where train passes over detector without an indication having been displayed, but developing a hot box between dectector and a point 20 miles beyond detector.

When hot box detector is actuated, following information must be reported at next open office in telegraph message form addressed jointly to Superintendent, San Antonio; Chief Dispatcher, Houston; and Signal Supervisor and Master Mechanic at San Antonio, identifying by Symbol H. B.

1. Date and time actuated, and MP location.
2. Train identification.
3. Car number and location in train.
4. Box location (1, 2, 3 or 4 from trailing end of car in direction of movement, north or south side.)
5. Disposition of car. (If set out, state where. If inspection shows that it was not necessary to set out even though journal was warm enough to activate the detector, advise what corrective action was taken to permit movement of car. If roller bearing equipped, so state.)

GENERAL REGULATIONS

RULE 824. At terminals where Special Instructions require application of hand brakes on freight trains, outgoing crews may release surplus hand brakes but must know that the required number of hand brakes are not released until road engine is coupled and brake system charged.

RULE 825. Rail skids are hung on posts at sidings at locations listed under subdivision.

RULE 827. Back-up movements must not be made for purpose of making inspection. When necessary to make back-up movement under other conditions, extreme care must be exercised to be sure all brakes are released and minimum necessary power used in starting and shoving train.

When setting out cars with hot boxes, packing must be removed from box, fire extinguished and packing left in safe location. Avoid leaving cars near wooden structures. If evidence of fire on car, responsible employe, using member of train crew if necessary, should be left in charge, with fire extinguisher or other fire-fighting material.

RULE 872. Enginemen when taking charge of freight or passenger engines at Valentine, Sanderson, Del Rio, San Antonio, Glidden and Alice will consider engines as having been supplied with fuel and sand.

RULE 883. Engines must not be left on grade unless protected in descending direction by derail or spur track switch lined for diverging track. Air brake must be applied and hand brake on each unit of consist must be applied.

AIR BRAKE RULES

RULE 24-B. Valentine, Del Rio and Glidden: Incoming engineer, after completing stop, must make a full service brake application leaving brakes applied. When outgoing crew takes charge of train on arrival or otherwise is assured, upon request, that continuity of brake pipe has not been disturbed, engineer will release brakes and proceed.

RULE 26. When temperature is 32 degrees above zero or less, air brake system on locomotive must be blown out before coupling to train, as follows:

Place automatic brake valve handle in running position, then open angle cock at rear of locomotive, move brake valve handle suddenly to release position, causing heavy flow of air throughout the brake pipe, which should blow out any condensation that may have accumulated in the brake system.

Before road test is made on any freight train after locomotive has been coupled thereto, blow out air brake pipe hoses on head end of train as follows:

After making brake pipe reduction, close angle cocks between second and third cars, uncouple air hose; close angle cocks between first car and locomotive, uncouple air hose; then recouple hoses and reopen all angle cocks. During this test engineer must drain condensation from drain cocks on air compressor intercooler and aftercooler, main reservoir, control reservoir, dirt collectors, air filters, and strainers on lead unit.

MISCELLANEOUS

When trains or engines meet or pass in vicinity of public crossings at grade, they must take such additional measures as may be necessary to know that every reasonable effort is made to avoid vehicular accidents.

Following series of cars must not be handled on head end of train, but must be handled on or near rear of train:

USAX 38016 — 38665
USAX 39095 — 39199

Cars with gross weight in excess of that shown below must not be handled between stations listed:

Between	Maximum Load Limits
El Paso and Glidden	300,000 (1) (2)
Gonzales and Harwood	251,000
Kerrville and San Antonio Tower 112	251,000 (3)
Beeville and San Antonio	263,000 (4)
Skidmore and Beeville	286,000 (2)
Gregory and Skidmore	286,000 (2) (5)
Red Fish and Gregory	286,000 (2) (6)
Rockport and Red Fish	251,000
Corpus Christi and Sinton via M.P.	281,000

Between	Maximum Load Limits
McAllen and Skidmore	263,000 (2)
Brownsville and Edinburg Junction	263,000 (2)
Eagle Pass and Spofford	263,000 (2) (7)

(1) Gross loads to 315,000# may be handled on 4 axle tank cars if load limit of car is not exceeded.

(2) Gross loads to 395,000# may be handled on 6 axle tank cars if load limit of car is not exceeded.

When handling cars with gross weight of more than:

(3) 210,000# speed of 20 MPH must not be exceeded over bridges 238.25, 241.70, 242.42 and 245.75.

(4) 251,000# speed of 20 MPH must not be exceeded over bridge 44.64, San Antonio River.

(5) 251,000# speed of 25 MPH must not be exceeded.

(6) 251,000# speed of 20 MPH must not be exceeded.

(7) 251,000# do not cross bridge 34.42 Rio Grande River.

SPEED RESTRICTIONS FOR ENGINES: Maximum speed shown in the table on Page 4 is subject to further restrictions applicable to certain territories as shown in SPEED RESTRICTIONS FOR TRAINS and TONNAGE RATING TABLES.

Nominal classifications are descriptive of the engines as follows:

1st letter ..... Builder: A—Alco; B—BLH; E—EMD; F—Fairbanks-Morse; G—GE.

2nd letter ..... Type of service: F—Freight, P—Passenger, S—Switcher.

1st number ..... Number of axles.

2nd and 3rd numbers. Horsepower (100).

Last letter ..... Style of unit: A—Car body type with control cab. B—No control cab. No letter indicates road switcher type.

MAXIMUM SPEED FOR ENGINES LENGTH OF DIESEL UNITS
(Between Pulling Face of Couplers)

Nominal Class	Length in Feet	Maximum Speed	Nonimal Class	Length in Feet	Maximum Speed
AF420	57	##70	EF423	56	##70
AF624	67	##70	EF425	56	##70
AF628	70	##70	EF430C	59	#70
AF630	70	#70	EF618	61	##70
AF640	60	##70	EF623	66	70
AS407	45	60	EF625	61	##70
AS409	45	##60	EF630	66	#70
AS410	46	60	EF636	66	#70
AS416	57	##65	EF636C	66	70
AS418	57	##70	EF850B	88	70
AS616	57	##65	EP415AC	51	#75
AS618	58	##65	EP415B	50	75
BS410	49	60	EP418	56	##75
BS412	46	60	EP620A	71	#75
BS615	58	##35	EP620B	70	75
BS615B	58	35	EP624A	70	#75
BS616	58	##35	EP636	71	70
BS616B	58	35	ES406	44	45
EF415	56	##70	ES408	44	##65
EF415A	51	#70	ES408B	44	65
EF415B	50	70	ES409	44	##65
EF418	56	##70	ES410	44	60
EF418A	51	#70	ES412	44	##65
EF418B	51	70	ES415	45	65
EF420	56	##70	ES415C	45	65
ES615	61	##55	GF628	67	70
ES615	61	##70①	GF630	67	70
FS412	49	##60	GF850A	84	#70
FP624	66	##70	GS407	37	##55

MAXIMUM SPEED FOR ENGINES LENGTH OF DIESEL UNITS
(Between Pulling Face of Couplers)

Nominal Class	Length in Feet	Maximum Speed	Nominal Class	Length in Feet	Maximum Speed
GF425	60	##70	RDC		#75
GF428	60	70			
Any engine not listed					35

Foreign line's engine operating over Southern Pacific Company trackage will not exceed maximum speed prescribed in above table for engines of the same type.

① applies to engines 2715, 2723-2742

#When on head end of train or running light and engineer is in other than leading control cab in direction of movement, must not exceed 30 MPH.

##When operated in multiple unit control on head end of train or running light and engineer is in other than lead unit in direction of movement, must not exceed 30 MPH.

F and P class engines when moving without cars must, when possible, be operated from cab in direction of movement, except for short direct movements.

Car body type engines operated with engineer in other than lead unit in direction of movement must not exceed 20 MPH when approaching highway or street crossings at grade, subject to further restrictions imposed by local conditions.

Dead or disabled engines, and equipment listed in timetable which requires movement at reduced speed must first be reported as ready to move to Chief Train Dispatcher, who will designate train in which engine or equipment is to be moved. Any such engine must not be handled in train until train order designating maximum speed is issued.

All diesel units being towed in trains may be moved with engine shut down and, unless conditions make it desirable, such as movement of a disabled unit, a messenger will not be required. All diesel units towed in trains should have doors unlocked.

Maximum speed of trains handling engines in tow must not exceed speed for that engine.

Diesel units in tow, weighing 150,000 lbs. or more equipped with 24RL or 26L brake equipment, may be handled in any convenient location in train.

Diesel units in tow, weighing 150,000 lbs. or more equipped with either 14EL, 6DS, 6BL or 6SL brake equipment must be located not more than five cars from head end of train to assure brakes release after brake application actuated near rear of train.

Diesel units weighing less than 150,000 lbs. must be placed near rear of train.

SPEED RESTRICTIONS FOR TRAINS: Maximum speed of trains in territory shown on Page 5 is subject to further restrictions applicable to engines in train as shown in SPEED RESTRICTIONS FOR ENGINES appearing on Page 4, MAXIMUM SPEED PERMITTED WITH CERTAIN EQUIPMENT appearing on Page 5 and OTHER MAXIMUM SPEEDS appearing on Page 6 and TONNAGE RATING TABLE appearing on Page 16 of Special Instructions for All Subdivisions, and other maximum speeds appearing in Special Instructions of each Subdivision. Speed must be further reduced as prescribed by speed signs, except as specifically authorized by Special Instructions herein, or by timetable bulletin.

All trains must run carefully during and after heavy storms, particularly when track is apt to be affected. When fog, storms, or other conditions obscure track or signals, speed of trains must be so reduced as to permit strict observance of signals and INSURE ABSOLUTE SAFETY, REGARDLESS OF TIME.

NOTE: PROTECTED CURVES—SPEED SIGNS GOVERN	PASSENGER TRAINS AND LIGHT ENGINES	FREIGHT AND MIXED
BETWEEN	MPH	MPH
El Paso and Glidden	70	60
Eagle Pass and Spofford	30	30
Kerrville and MP 259.1 (Kerrville Branch)	20	20
MP 259.1 (Kerrville Branch) and Tower 112	30	30
Gonzales and Harwood	20	20
Beeville and Skidmore	50	50
Skidmore and Alice	49	49
Alice and Harlingen	45	45
Harlingen and Brownsville	40	40
Edinburg Jct. and McAllen	40	40
Gregory and Sinton	30	30
Sinton and Skidmore	40	40
Beeville and Tower 112	49	49
Rockport and Gregory	20	20

Between El Paso and Flatonia, SP freight trains, unless otherwise restricted, containing no restricted cars (as described on page 5 under "Maximum Speed Permitted with Certain Equipment"), are authorized to operate at passenger trains speeds, not exceeding 65 MPH, and on restricted curves, speed signs for passenger trains will govern but not exceed 60 MPH, provided trains do not exceed:

Number of Cars	Tons per Operative Brake	Number of Cars	Tons per Operative Brake
70	70	110	62
75	69	115	61
80	68	120	60
85	67	125	58
90	66	130	56
95	65	135	54
100	64	140	52
105	63	145	50

Between Flatonia and El Paso, BSM connection handling 105 cars or less, when tonnage per operative brake does not exceed above tabulation, unless otherwise restricted, may operate 70 MPH on tangent track and unprotected curves; on protected curves, speed signs for passenger trains will govern, but do not exceed 65 MPH.

When moving against current of traffic, and movement is not protected by block signals, speed of passenger trains must not exceed 59 MPH, and speed of freight trains and light engines must not exceed 49 MPH, nor may speed exceed that applying to normal operation. Unless proceed signal received, or it is known that warning devices are operating, such trains and engines must stop approaching road crossings where automatic warning devices are installed, and may proceed after member of crew protects crossing.

SPEED RESTRICTIONS FOR MAIN TRACK:	Not Exceeding MPH
Through turnout at east end of double track, East Yard	25

SPEED RESTRICTIONS FOR OTHER THAN MAIN TRACKS	With Caution Not Exceeding MPH
Through sidings, yard and other tracks, wyes, balloon tracks, crossovers and turnouts	15
Except:	
Through slip switches (including tangents)	10
On Branches	10
Crossover between No. 3 and No. 4 Track Sanderson	10
Crossover between No. 1 and No. 2 Track Valentine	10

SAN ANTONIO DIVISION

Maximum speed entering, leaving and through sidings between El Paso and Glidden is 25 MPH except:

	MPH West End	MPH East End		MPH West End	MPH East End
Aragon	20	20	Harwood	20	20
Warwick	20	—	Flatonia	—	15
Emerson	—	20	Weimar	20	20
Kingsbury	25	25			

Through turnout T&P connection Sierra Blanca	25
Entering, leaving and through No. 1 track Valentine and Sanderson	25

ALICE SUBDIVISION

Through sidings, yard and other tracks, wyes, balloon tracks, crossovers and turnouts	10
Spur track between Gregory and Portland	20

MAXIMUM SPEED PERMITTED WITH CERTAIN EQUIPMENT	MPH El Paso to Glidden	MPH East Yard—Alice	MPH on other Main Tracks
Twin or multiple loads	60	50	25
Scale Test Cars, except	40	40	30
SP MW 2024 may operate at freight train speed for territory in which operated			
Cars with arch bar trucks	40	35	25
Relief outfits with steam derrick	35*	25*	20*
Locomotive cranes:			
with boom disconnected, light end forward	20*	20*	20*
with boom in place either end forward	25*	25*	20*
with boom disconnected, heavy end forward	45*	25*	20*
except SP MW 5858	35*	20*	20*

When handling equipment shown above movement must not exceed 15 MPH between Gonzales and Harwood.

*On curves where authorized speed is more than 15 MPH, speed must be reduced to 5 MPH less than shown on speed signs.

Locomotive Crane Pile Drivers SP MW 4088, 5479, 5852, 5899 and SSW 96403 are to be handled in trains as locomotive cranes except they must always move with boom disconnected.

Unless specifically authorized by Superintendent, SP MW 4088, 5479, 5852, 5899 and SSW 96403 must not operate over lines having maximum load limits of less than 263,000 lbs. and must observe all restrictions applying to cars weighing more than 210,000 lbs.

Maximum speed permitted with relief outfits with relief cranes SP MW 5846, 5847, 5850, 5851, 7032 is 45 MPH on main track El Paso to Glidden. On curves where speed is 45 MPH or less, speed must be reduced to 5 MPH less than shown on speed signs.

Jordan Spreaders and Jordan Spreader Ditchers may move forward (prepared for travel) without restriction and must not exceed 25 MPH when moving backward.

OTHER MAXIMUM SPEEDS	MPH PASSENGER TRAINS	MPH FREIGHT AND MIXED TRAINS
Trains of deadhead passenger equipment with caboose	65	—
Passenger trains with caboose	65	—
Engine and caboose only, except	—	65
must not exceed speed for same engine running light		
Logs loaded on flat or logging cars, except	—	25
on curves	—	20
through truss bridges and passing stations	—	15

All cars handled in passenger trains must be equipped with steel-tired or all-steel wheels. Cars not so equipped must move in freight trains, passengers if any, to move on passenger trains.

Passenger carrying cars, baggage, express and other head-end cars, unless equipped with steel center sills and steel platforms must not be handled in passenger trains except on authority of Superintendent.

When foreign steel-tired or all-steel wheel cars are picked up by passenger trains at points where no car inspectors are on duty, conductor must contact train dispatcher to determine applicable speed restriction for the movement.

Freight cars must not be handled behind occupied passenger carrying cars, except in mixed trains in military or naval movements.

Unless otherwise authorized, trains handling passenger cars with flat spots on wheels in excess of 3¼" in length must not exceed 10 MPH. When flat spots are not in excess of 3¼" long, such cars may be operated at maximum authorized speeds.

SPECIAL INSTRUCTIONS—VALENTINE SUBDIVISION

(For movements within yard limits El Paso, be governed by **Special Instructions, El Paso Terminal, Tucson Division.**)

RULE 10-J. Location of speed signs not located at distance prescribed:

Speed Sign Location (Mile)	Distance from Beginning of Restriction (Mile)
Eastward	
619.68	0.04 (AT&SF only)

RULE 93. Yard limits are established at the following stations:

West MP		East MP
	El Paso (Valentine Subdivision)	820.00
737.18	(East limits of CTC) Sierra Blanca	735.00
670.31	Valentine	665.96
634.82	Marfa	629.84
611.20	Alpine	604.00
579.00	Marathon	572.19
517.61	Sanderson	504.40

RULE 211. Will apply when letter "M" is illuminated in letter-type indicators as follows:

On Signal	Approaching
Eastward Signals East End Siding	Sierra Blanca
Westward Signals West End Siding	Marfa

RULE 221. Unit for display of flashing white light installed at following location:

Station	Location	Direction
Marathon	On mast signal P-5767	Eastward
Marathon	On train-order signal	Westward
Marfa	On mast signal 6320	Westward

Display of flashing white light indicates that train-order signal is displaying proceed indication or that train order operator has train orders ready for delivery, that such train orders do not restrict train at that station, and that train, provided it is not restricted by timetable or train orders previously received, may pass fouling point of switch at which an opposing train may enter siding or place where time applies if there is no siding.

When flashing white light on Signal 6320 or letter "M" is not displayed on Signals 6319 or 6317 governing westward trains, west end siding Marfa, permission must be obtained from train dispatcher before passing fouling point of siding.

RULE 306. Following block signals equipped with triangular plate bearing letter "P" have included in their control limits some special protective device. Absolute signals listed as "P-A":

Eastward Signal	Protection	Westward Signal
P-7912	High water detector Bridges 790.60, 788.46 and 787.28	P-7865
P-7866	High water detector Bridge 786.36 (West end siding Iser)	P-A
P-A	(West end siding Iser) High water detector Bridge 784.05 (East end siding Iser)	P-A
P-A	(East end siding McNary) High water detector Bridge 767.55	P-7671
P-7672	High water detector Bridges 766.86 and 766.94	P-7635
P-7636	High water detector, Bridge 762.78 (West end siding, Finlay)	P-A
P-A	(East end siding, Finlay) High water detector Bridge 760.07	P-7579
P-7578	High water detector Bridge 756.60 (West end siding Small)	P-A
P-7326	High water detector Bridges 731.62 and 731.49	P-7307
P-7230	Spring switches, Bola	P-7213
P-7202	High water detector Bridges 719.70 and 718.73	P-7179
P-7180	High water detector Bridges 717.49, 716.45, 716.09 and 715.91	P-7155
P-7154	High water detector Bridges 714.65, 713.60 and 713.20	P-7125
P-7126	High water detector Bridges 710.77 and 709.10	P-7091
P-7090	High water detector Bridges 707.57, 707.14, 706.27 and 705.92	P-7057
P-7058	High water detector Bridge 705.32	P-7047 / P-7045
P-7046	Spring switches, Callado and high water detector Bridges 704.27 and 703.20	P-7027
P-7028 / P-7026	High water detector Bridges 702.47 and 702.11	P-7017
P-7016	High water detector Bridge 700.87 and Culvert MP 700.13	P-6997
P-6998	High water detector Bridges 699.31, 698.24, 697.92 and 697.78 and Culvert MP 698.74	P-6973
P-6846	Spring switches Chispa and high water detector Bridges 684.54 and 683.78	P-6829
P-6686	Spring switches, Valentine	P-6671
P-6608	Spring switches, Quebec	P-6591
P-6560	High water detector Bridge 653.94	P-6525
P-6526	High water detector Bridges 651.82, 651.00, 650.46 and 649.94	P-6489
P-6438	Spring switches, Aragon and high water detector Bridge 643.12	P-6421
P-6422 / P-6420	High water detector Bridge 641.85	P-6411

Eastward Signal	Protection	Westward Signal
P-6410	High water detector Bridges 637.02 and 636.41	P-6345
P-6320	Spring switches, Marfa	P-6303
P-6242	High water detector Bridge 622.51	P-6223
P-A	(West end siding Paisano) High water detector Bridge 620.32 Main track and siding Paisano (East end siding, Paisano)	P-A
P-A	(East end siding Paisano) High water detector Bridge 618.08	P-6153
P-6176	High water detector Bridge 617.30	P-6153
P-6152	High water detector Bridge 612.75	P-6127
P-6128	High water detector Bridge 610.69 (West end siding Alpine Junction)	P-A
P-6066	High water detector Bridge 605.35	P-6055
P-5984	High water detector Bridge 597.80	P-5957
P-5928	Spring switches, Altuda	P-5909
P-5910 / P-5908	High water detector Bridge 590.61	P-5899
P-5900	High water detector Bridge 588.80	P-5867
P-5868	High water detector Bridge 585.83	P-5835
P-5786	Spring switches, Marathon and High water detector Bridge 577.57	P-5767
P-5684	Spring switches, Warwick	P-5665
P-5656	High water detector Bridge 564.54	P-5639
P-5606	High water detector Bridges 559.28 and 556.61	P-5565
P-5534	Spring switches, Tesnus	P-5515
P-5516 / P-5518	High water detector Bridges 551.45, 550.52 and Culvert MP 550.94	P-5503
P-5482	High water detector Bridges 548.01, 547.45 and 546.90	P-5443
P-5444	High water detector Bridge 542.67	P-5421
P-5414	Spring switches, Rosenfeld	P-5395
P-5386	High water detector Bridge 536.80	P-5365
P-5366	High water detector Bridges 534.87 and 534.82	P-5321
P-5332	High water detector Bridge 532.85	P-5321
P-5322	High water detector Bridges 531.91 and 531.08	P-5287
P-5288	High water detector Bridges 528.60 and 527.35	P-5271
P-5270	High water detector Bridge 526.50	P-5257 / P-5255
P-5258	Spring switches, Emerson, and high water detector Bridge 524.97	P-5241
P-5198	High water detector Bridges 519.50 and 518.39	P-5179
P-5168	Spring switch west end yard Sanderson	

RULE 535. SPRING SWITCHES

Spring switches equipped with facing point locks located as follows:

Location		Normal Position
Bola	West and east end siding	Main track
Collado	West and east end siding	Main track
Chispa	West and east end siding	Main track
Valentine	West and east end yard	Main track
Quebec	West and east end siding	Main track
Aragon	West and east end siding	Main track
Marfa	West and east end siding	Main track
Altuda	West and east end siding	Main track
Marathon	West and east end siding	Main track
Warwick	West and east end siding	Main track
Tesnus	West and east end siding	Main track
Rosenfeld	West and east end siding	Main track
Emerson	West and east end siding	Main track

Spring switches not equipped with facing point locks located as follows:

Location		Normal Position
Sanderson	West end yard	Main Track
*Sanderson	Switch connecting east end No. 1 and No. 2 track	No. 1 Track

*Equipped with switch point indicator.

This spring switch may be trailed through when lined for either No. 1 or No. 2 yard track.

RULE 705. LETTER TYPE INDICATORS

Indicators located as follows:

Illum. Letter	On Signal	Approaching	Authorizes and Requires Movement as Follows
M	6686	Valentine	Proceed on main track to east end yard.
S	6686	Valentine	Enter yard track No. 1.
2	6686	Valentine	Enter yard track No. 2.
3	6686	Valentine	Enter yard track No. 3.
M	6671	Valentine	Proceed on main track to west end yard.
S	6671	Valentine	Enter yard track No. 1.
2	6671	Valentine	Enter yard track No. 2.
3	6671	Valentine	Enter yard track No. 3.
M	6320	Marfa	Proceed on main track to east end siding.
S	6320	Marfa	Enter siding.
M	6303	Marfa	Proceed on main track to west end siding.
S	6303	Marfa	Enter siding.
M	5786	Marathon	Proceed on main track to east end siding.
S	5786	Marathon	Enter siding.
M	5767	Marathon	Proceed on main track to west end siding.
S	5767	Marathon	Enter siding.
M	5168	Sanderson	Proceed on main track to fouling point east end No. 1 track.
S	5168	Sanderson	Enter yard track.

RULE 705. HOT BOX DETECTORS

Illum. Letter	On Signal	Approaching	Location of Readout
W	7912	Iser	
H	7913	Tornillo	West switch siding Tornillo
H	7866	Iser	East switch siding Iser
W	7865	Tornillo	
H	On Mast MP 767.58	McNary	West switch siding McNary
W	7672	Finlay	
H	7636	Finlay	East switch siding Finlay
W	7635	McNary	
H	on mast MP 728.35	Sierra Blanca	Signal 7307
W	7274	Bola	
W	7243	Sierra Blanca	
H	7242	Bola	East switch siding Bola
W	6906	Chispa	
H	6905	Collado	MP 692.61
W	6873	Collado	
H	On Mast MP 686.17	Chispa	East switch siding Chispa
H	On Mast MP 658.08	Quebec	West switch siding Quebec
W	6578	Aragon	
H	On Mast MP 653.92	Aragon	MP 651.84
W	6525	Quebec	
H	On Mast MP 607.3	Alpine Jct.	West switch siding Alpine Jct.
W	6054	Altuda	
W	6037	Alpine	
H	On Mast MP 603.12	Altuda	MP 600.0
H	On Mast MP 585.0	Altuda	MP 587.0
W	5807	Altuda	
W	5834	Marathon	
H	5806	Marathon	East switch siding Marathon
W	5606	Tesnus	
H	on mast MP 555.20	Tesnus	East switch siding Tesnus

Refer to Rule 705 All subdivisions.

SPECIAL INSTRUCTIONS—VALENTINE SUBDIVISION

RULE 760. CENTRALIZED TRAFFIC CONTROL

Belen and Sierra Blanca:

Limits extend between:

Absolute signals at fouling point end of double track Belen and absolute signals at T&P Connection, Sierra Blanca.

Dual control switches are equipped with selector lever and hand-throw lever.

Paisano and Alpine:

Limits extend between:

Eastward absolute signal located at west switch of siding Paisano and westward absolute signal located MP 606.6.

Signals controlled by operator Alpine acting upon authority of train dispatcher.

When authorized by absolute signal indication, a train from AT&SF Railway may enter main track at Paisano or Alpine Junction without stopping to ascertain what instructions relating to track conditions are in effect as prescribed by Rule 781.

Operator must not clear signals for a movement from AT&SF Railway at Paisano or Alpine Junction until permission from train dispatcher has been obtained and engineer informed of instructions relating to track conditions, if any.

Dual control switches within these limits are equipped with a crank for hand-throw operation.

GENERAL REGULATIONS

RULE 825. When trains or cars are left on receiving tracks, trainmen will set sufficient hand brakes to hold cars. Not less than the required number of brakes will be set, as follows:

Sierra Blanca	
All tracks	—Not less than five brakes on east end.
Valentine	—Not less than four brakes on west end.
Alpine Junction	
Transfer Tracks	—Not less than ten brakes on east end.
Sanderson	—Not less than ten brakes on east end.

Portable rail skid located at:

Paisano	—East and west end of siding.
Alpine Jct.	—East and west end of siding.
Rosenfeld	—East and west end of siding.

MISCELLANEOUS

LOCATION OF OVERHEAD AND SIDE STRUCTURES NOT STANDARD CLEARANCE ON MAIN TRACK AND SIDINGS

MP	LOCATION		DESCRIPTION
815.28	Belen	Loop 375 Overpass	Overhead
770.47	McNary	Interstate 10 Overpass	Overhead
754.87	West of Small	Rocky Point Bridge	Side
756.75	East of Finlay	Quitman Canyon Bridge	Overhead & Side
736.19	Sierra Blanca	Interstate 10 Overpass	Overhead
619.10	East of Paisano	Rock Cut	Side
618.80	East of Paisano	Rock Cut	Side
515.82 } 515.90 }	Sanderson	Brackets on poles south side main track	Overhead & Side

Dragging and/or derailed equipment detectors and indicators installed at the following locations:

MP	Location
791.30	Between Tornillo and Iser
786.60	Between Tornillo and Iser
728.35	Between Sierra Blanca and Bola
724.20	Between Sierra Blanca and Bola
580.60	Between Altuda and Marathon
554.85	Between Warwick and Tesnus

The indicators will apply to trains in both directions and are mounted on post on north side of track near detectors. Normal indication dark. When indicator is activated, blue indicator light will be displayed in both directions and when illuminated, enginemen or trainmen will stop train and make inspection of train and track, advising dispatcher promptly.

SPEED RESTRICTIONS

60 MPH Between MP 820.0 and Belen

*Through corporate limits speed of trains restricted as follows:

Mile post location of City Limits specified below:

West MP	Station	East MP	MPH
633.63	Marfa	632.32	60
608.71	Alpine	605.84	50

*City ordinance speed restrictions are applicable approaching public crossings and until engine has covered public crossings within corporate limits.

SPECIAL INSTRUCTIONS—DEL RIO SUBDIVISION

(For movements within yard limits San Antonio, also see **Special Instructions, San Antonio Yard Limits)**

RULE 10-J. Location of speed signs not located at distance prescribed:

Speed Sign Location (Mile)	Distance from Beginning of Restriction (Mile)	Speed Sign Location (Mile)	Distance from Beginning of Restriction (Mile)
Eastward		Westward	
506.47	0.10	379.36	0.10
301.93	1.22		

RULE 93. Yard limits are established at the following stations:

West MP		East MP
517.61	Sanderson	504.40
380.56	Del Rio	373.91
343.70	Spofford (Del Rio Line)	339.03
1.61	Spofford (Eagle Pass Branch)	318.20
320.98	Cline	299.17
303.75	Uvalde	256.00
261.50	Hondo	
222.25	San Antonio	31.52
	Eagle Pass	
242.40	San Antonio (Kerrville Branch)	

Eagle Pass: Main track ends at east switch of Industry Track serving Molasses Company at MP 32.52. All tracks west of this point are yard tracks.

Kerrville: Main track ends at Lumber Spur switch MP 308.27. All tracks west of this point are yard tracks.

RULE 103-A.

Del Rio: Automatic Crossing Gates over Main Street.

Main track and yard track No. 1, only, are equipped with approach circuits for automatic operation of crossing gates from each side of crossing.

Key control box is provided for manual operation of gates for movement over crossing on other tracks.

On main track and yard track No. 1, cars or engines must not be left within approximately 100 feet of edge of crossing or beyond yellow stripe on tie.

At locations indicated below, a member of crew must take position at crossing to afford protection to traffic:

Eagle Pass ..... Quarry Street

Knippa ..... Highway 90

RULE 104. Normal position of rigid switches at junction:

Spofford—Stem wye switch, Eagle Pass Branch, lined for movement to west leg of wye, west leg lined for No. 1 track and east wye switches lined for movement on siding.

RULE 211. Will apply when letter "M" is illuminated in letter-type indicator as follows:

On Signal	Approaching
Eastward Signals 2596 and 2598	Hondo
East end siding	

RULE 221. Unit for display of flashing white light installed at following locations:

Station	Location	Direction
Langtry	On mast signal 4433	Eastward
Langtry	On mast signal 4414	Westward
Spofford	On mast signal 3402	Westward
Uvalde	On mast signal 3015	Eastward
Hondo	On mast signal 2597	Eastward

Display of flashing white light indicates that train-order signal is displaying proceed indication or that train-order operator has train orders ready for delivery, that such train orders do not restrict train at that station, and that train, provided it is not restricted by timetable or train orders previously received, may pass fouling point of switch at which an opposing train may enter siding or place where time applies if there is no siding.

When flashing white light or letter "M" is not displayed on Signals 2596 or 2598 governing eastward trains, east end siding Hondo, permission must be obtained from train dispatcher before passing fouling point of siding.

RULE 306. Following block signals equipped with triangular plate bearing letter "P" have included in their control limits some special protective device:

Eastward Signal	Protection	Westward Signal
P-4928	Spring switches, Mofeta	P-4909
P-4816	High water detector Bridge 480.54	P-4791
P-4778	Spring switches, Shaw	P-4759
P-4666	Spring switches, Malvado	P-4645
P-4594	High water detector Bridge 457.56	P-4573 / P-4571
P-4574	Spring switches, Pumpville	P-4555
P-4482	Falling rock detector MP 447.3 and high water detector MP 445.03	P-4447
P-4448	High water detector MP 444.0	P-4435 / P-4433
P-4434	Spring switches, Langtry	P-4413
P-4396	High water detector MP 438.20	P-4371
P-4326	Spring switches, Shumla	P-4305
P-4284#	Dragging equipment detector Pecos River Bridge	P-4279#
P-4172	High water detector Bridge 415.66	P-4157
P-4144	Spring switches, Comstock	P-4123
P-4114	High water detector Bridge 409.94	P-4097
P-4038	High water detector Bridge 403.60	P-3995
P-3944#	Dragging and wide load equipment detector Devil's River Bridge	P-3925# / P-3923#
P-3926	Spring switches, Amistad	P-3905
P-3858	High water detector Bridge 385.03	P-3835
	Spring switch east end yard, Del Rio	P-3775
P-3710	Spring switches, Johnstone	P-3693
P-3682	High water detector Bridge 365.99	P-3647
P-3556	Spring switches, Pinto	P-3537
P-3418	Spring switches, Spofford	P-3401
P-3256	Spring switches, Odlaw	P-3239
P-3160	Spring switches, Obi	P-3143
P-3092	High water detector Bridge 307.79	P-3075
P-3032	Spring switches, Uvalde	P-3015
P-2906	Spring switches, Knippa	P-2889
P-2794	Spring switches, Sabinal	P-2777
P-2614	Spring switches, Hondo	P-2597
P-2492	Spring switches, Dunlay	P-2473
P-2360	Spring switches, Lacoste	P-2343

#Signals P-4284, P-4279, P-3944, P-3925 and P-3923 are equipped with a unit for display of flashing white light; see Rule 292.

When signal displays stop indication and, in addition, flashing white light, train may proceed in accordance with Rule 507.

When signal displays stop indication without flashing white light, before proceeding careful inspection must be made of entire train for derailed wheels, dragging equipment, shifted loads, or other unsafe conditions and after train has been inspected operate key release on signal after which signal should indicate proceed. If signal fails to indicate proceed Rule 507 must be complied with.

RULE 535. SPRING SWITCHES

Spring switches equipped with facing point locks located as follows:

Location		Normal Position
Mofeta	West and east end siding	Main track
Shaw	West and east end siding	Main track
Malvado	West and east end siding	Main track
Pumpville	West and east end siding	Main track
Langtry	West and east end siding	Main track
Shumla	West and east end siding	Main track
Comstock	West and east end siding	Main track
Amistad	West and east end siding	Main track
Johnstone	West and east end siding	Main track
Pinto	West and east end siding	Main track
Spofford	West and east end siding	Main track
Odlaw	West and east end siding	Main track
Obi	West and east end siding	Main track
Uvalde	West and east end siding	Main track
Knippa	West and east end siding	Main track
Sabinal	West and east end siding	Main track
Hondo	West and east end siding	Main track
Dunlay	West and east end siding	Main track
Lacoste	West and east end siding	Main track

Spring switches not equipped with facing point locks located as follows:

Location		Normal position
Del Rio	East end yard	Main track
*Sanderson	Switch connecting East end No. 1 and No. 2 Tracks	No. 1 track

*Equipped with switch point indicator.

This spring switch may be trailed through when lined for either No. 1 or No. 2 yard track.

RULE 605. INTERLOCKING

Sanderson: East switch of yard is power-operated; switch and signals controlled by operator in train-order office.

When signal does not display desired indication, member of crew must communicate with operator by telephone located near switch.

Westward trains approaching Sanderson and finding governing interlocking signal displaying an indication permitting train to proceed on main track are authorized to proceed on main track to fouling point west end No. 1 track.

RULE 705. LETTER TYPE INDICATORS

Indicators located as follows:

Illum. Letter	On Signal	Approaching	Authorizes and Requires Movement as Follows
M	4434	Langtry	Proceed on main track to east end siding.
S	4434	Langtry	Enter siding.
M	4413	Langtry	Proceed on main track to west end siding.
S	4413	Langtry	Enter siding.
M	3794	Del Rio	Proceed on main track to East end yard.
S	3794	Del Rio	Enter yard track.
M	3775	Del Rio	Proceed on main track to west end yard.
S	3775	Del Rio	Enter yard track.
M	3418	Spofford	Proceed on main track to east end siding.
S	3418	Spofford	Enter siding.
M	3401	Spofford	Proceed on main track to west end siding.
S	3401	Spofford	Enter siding.
M	3032	Uvalde	Proceed on main track to east end siding.
S	3032	Uvalde	Enter siding.
M	3015	Uvalde	Proceed on main track to west end siding.
S	3015	Uvalde	Enter siding.
M	2614	Hondo	Proceed on main track to east end siding.
S	2614	Hondo	Enter siding.
M	2597	Hondo	Proceed on main track to west end siding.
S	2597	Hondo	Enter siding.
Z	2492	Dunlay	Provided train holds timetable or train-order authority to continue on main track, it may pass signal displaying stop indication without stopping or inspecting spring switch as required by Rules 293 and 306 but must not exceed restricted speed through the block.

RULE 705. HOT BOX DETECTORS

Illum. Letter	On Signal	Approaching	Location of Readout
W	On mast MP 484.80	Shaw	
H	On mast MP 483.8	Shaw	MP 485.40
W	4815	Dryden	
H	On mast MP 479.9	Shaw	East switch siding Shaw
W	4447	Pumpville	
H	On mast MP 450.50	Pumpville	MP 452.20
W	4516	Langtry	
H	On mast MP 446.50	Langtry	East switch siding Langtry
W	3472	Spofford	
H	3434	Spofford	East switch siding Spofford
W	3435	Pinto	
H	3473	Pinto	MP 349.70
H	2765	Sabinal	West switch siding Sabinal
W	2754	D'Hanis	
W	2723	Sabinal	
H	2724	D'Hanis	MP 269.62

Refer to Rule 705 All Subdivisions

GENERAL REGULATIONS

RULE 825. When trains or cars are left on receiving tracks, trainmen will set sufficient hand brakes to hold cars. Not less than required number of brakes will be set, as follows:

Sanderson —Not less than ten brakes on east end.

Del Rio —Not less than four brakes on west end.
—Not less than four brakes on east end of cuts of cars east of highway overpass.

Eagle Pass—Not less than three brakes on west end of interchange tracks 1, 2 and 3 and Piedras Negras main track.

Portable rail skid located at:

Mofeta —East end of siding.
Dunlay —West end of siding.

RULE 829. Hot box detector installed at following location:

Scanner Site:

MP	Direction	Location
386.0	East	Amistad-Del Rio
372.6	West	Del Rio-Johnstone

Detector instrument house is equipped with indicator array consisting of white lights and revolving red beacon.

White light at top center of indicator array will be continuously displayed except when a hot bearing has been detected at which time light will start flashing. Absence of white light must be promptly reported to train dispatcher.

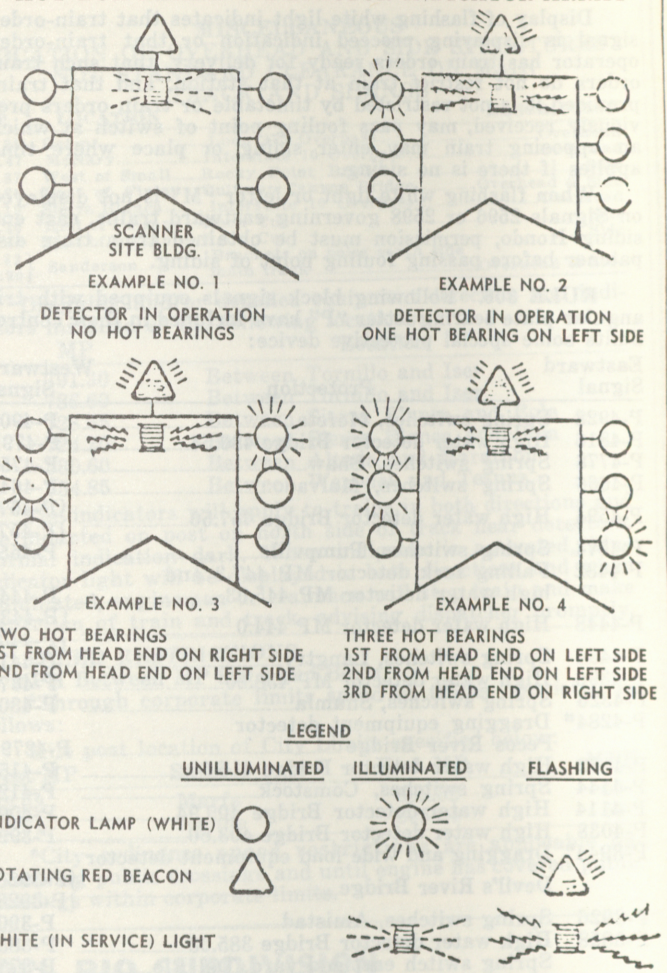
Revolving red beacon at top center of indicator array will be normally dark except when a hot bearing has been detected, beacon will be actuated.

Three vertical white lights are located on each side of indicator array. Lights on right side will be displayed for hot bearings on right side of train and lights on left side will indicate hot bearings on left side of train, in direction of movement. Top light indicates first hot bearing, second light indicates second hot bearing, and third light indicates third hot bearing. Lights will indicate a maximum of three hot bearings on each train.

Crew members must keep vigilant look-out when passing these locations and if hot bearing is detected train will be stopped promptly and inspection made to locate car with hot bearing. In addition truck of car with hot bearing will be sprayed with fluorescent dye marker for identification. All journals on car marked as well as car ahead must be inspected.

When indicator array indicates hot bearing on train and no dye marker is observed all journals of train must be inspected.

HOT BOX BEARING DETECTOR INDICATOR ARRAY



Hot box detectors are located at MP 311 between Obi and Uvalde, and at MP 243 between Dunlay and Lacoste.

When train enters approach circuit white light located at detector will display continuous illuminated white light while train is passing, and if light changes to flashing white light it will indicate a hot box. Light on south end of cross arm applies to south side of train, and light on north end of cross arm applies to north side of train.

When hot box is detected in addition to flashing white light a signal will be transmitted on radio as follows:

One beep indicates hot box on engineer's side and two beeps indicate hot box on fireman's side of train regardless of direction of movement.

When flashing white light is observed or beep signal is received on radio, train must be stopped immediately and inspected. If lights not burning, report should be made to Chief Train Dispatcher from next open train-order office.

If hot box detector is actuated also be governed by last paragraph items 1 through 5 as shown under RULE 705 HOT BOX DETECTOR on Page 3 Special Instructions All Subdivisions.

MISCELLANEOUS

LOCATION OF OVERHEAD AND SIDE STRUCTURES NOT STANDARD CLEARANCE ON MAIN TRACK AND SIDINGS

MP	LOCATION		DESCRIPTION
506.90 } 506.98	Sanderson	Brackets on poles south side main track	Overhead & Side
502.97	East of Sanderson	Highway 90 Overpass	Overhead
481.80	East of Dryden	Rock cut	Side
481.00	East of Dryden	Rock cut	Side
475.47	East of Shaw	Thurston Canyon Bridge	Overhead & Side
474.20	East of Shaw	Rock cut	Side
473.34	East of Shaw	Thurston Canyon Bridge	Overhead & Side
466.80	West of Malvado	Meyers Canyon Bridge	Overhead & Side
440.35	East of Langtry	Rock cut	Side
435.50	East of Langtry	Rock cut	Side
430.20	East of Shumla	Rock cut	Side

MP	LOCATION		DESCRIPTION
430.00	East of Shumla	Rock cut	Side
429.10	East of Shumla	Rock cut	Side
426.20	East of Shumla	Rock cut	Side
422.80	West of Comstock	Rock cut	Side
422.50	West of Comstock	Rock cut	Side
421.80	West of Comstock	Rock cut	Side
391.67	Amistad	Access Road Overpass	Overhead
378.25	Del Rio	Texas Ave. Overpass	Overhead
377.35	Del Rio	San Felipe Bridge	Overhead & Side
365.99	East of Johnstone	West Sycamore Bridge	Overhead & Side
365.82	East of Johnstone	East Sycamore Bridge	Overhead & Side
356.06	West of Pinto	Pinto Bridge	Overhead & Side
339.53	East of Spofford	Lindsay Bridge	Overhead & Side
334.48	East of Spofford	West Elm Bridge	Overhead & Side
332.67	West of Odlaw	East Elm Bridge	Overhead & Side
330.31	West of Odlaw	Highway Underpass	Side
322.53	East of Odlaw	Highway 90 Overpass	Overhead
307.79	West of Uvalde	Nueces Bridge	Overhead & Side
300.85	Uvalde	Highway Overpass	Overhead
300.14	East of Uvalde	Leona Bridge	Overhead & Side
291.44	West of Knippa	West Frio Bridge	Overhead & Side
290.98	West of Knippa	East Frio Bridge	Overhead & Side
285.00	East of Knippa	Blanco Bridge	Overhead & Side
280.58	West of Sabinal	Sabinal Bridge	Overhead & Side
267.84	West of D'Hanis	Seco Bridge	Overhead & Side
253.29	West of Dunlay	Hondo Bridge	Overhead & Side
249.46	West of Dunlay	Highway 90 Overpass	Overhead
225.47	West of Withers	East Medina Bridge	Overhead & Side
223.81	West of Withers	FM 2536 Overpass	Overhead
223.90	West of Withers	Highway Overpass	Overhead & Side
	EAGLE PASS BRANCH		
34.42	Eagle Pass	Rio Grande Bridge	Overhead & Side
26.58	East of Eagle Pass	Elm Bridge	Overhead & Side
	KERRVILLE BRANCH		
285.54	East of Comfort	Guadalupe Bridge	Overhead & Side
245.86	East of Robards	Loop 410 Overpass	Overhead

Dragging and/or derailed equipment detectors and indicators installed at the following locations:

MP	Location
450.5	Between Pumpville and Langtry
446.2	Between Pumpville and Langtry
347.2	Between Pinto and Spofford
343.4	Between Pinto and Spofford
313.3	Between Obi and Uvalde
303.2	Between Obi and Uvalde
276.6	Between Sabinal and D'Hanis
272.3	Between Sabinal and D'Hanis

The indicator will apply to trains in both directions and are mounted on post on north side of track near detectors. Normal indication dark. When indicator is activated, blue indicator light will be displayed in both directions and when illuminated, enginemen or trainmen will stop train and make inspection of train and track, advising dispatcher promptly.

SPEED RESTRICTIONS

15 MPH between MP 276.95 and MP 277.05, (Kerrville Branch) account possibility of falling rock expecting to find large rocks on track.

*Through corporate limits speed of trains restricted as follows:

Mile post location of City Limits specified below:

West MP	Station	East MP	MPH
379.31	Del Rio	376.10	30
280.25	Sabinal	279.04	55
259.55	Hondo	257.48	45

*City ordinance speed restrictions are applicable approaching public crossings and until engine has covered public crossings within corporate limits.

SPECIAL INSTRUCTIONS—SAN ANTONIO YARD LIMITS

RULE 10-J. Location of speed signs not located at distance prescribed:

Speed Sign Location (Mile)	Distance from Beginning of Restriction (Mile)	Speed Sign Location (Mile)	Distance from Beginning of Restriction (Mile)
EASTWARD		WESTWARD	
208.80	0.50	207.98	0.32

RULE 93. Yard limits are established at the following stations:

West MP		East MP
222.25	San Antonio (Del Rio Subdivision)	
242.40	San Antonio (Kerrville Branch)	
5.37	San Antonio (Alice Subdivision)	
	San Antonio (Flatonia Subdivision)	201.00

RULE 98. RAILROAD CROSSINGS AT GRADE NOT INTERLOCKED

MP 238.6 (Kerrville Branch)—M.P. Crossing: Protected by gate and light. Trains and engines must approach crossing with caution and when gate is set against M.P. movements SP movements may be made over crossing without stopping not exceeding six (6) MPH. Should gate be inoperative or should light not be displayed by night, movements must stop and route known to be clear before proceeding. Crews will not be required to change position of gate after making move over crossing.

MP 238.2 (Kerrville Branch)—MKT crossing

RULE 103-A. Sherman, Burleson, Lamar, Burnet, Dawson, Houston, Crockett, Center, Commerce, Montana, Wyoming, Dakota, Brady Street, Cupples Road, Culebra Ave., Probandt Street, Ceralvo Street and South Flores Streets, San Antonio, are equipped with automatic crossing gates. Key-controller is provided at each crossing, except Brady Street, Cupples Road, Culebra Avenue , Probandt Street, Ceralvo Street and South Flores Streets, for switching movements on secondary tracks. Automatic crossing gates may be operated by inserting switch key and turning SLOWLY one complete turn to the right.

Do not exceed 10 MPH entering following street crossings and, if necessary, flagman must be sent ahead before proceeding:

SAN ANTONIO (Kerrville Branch)
Olmos Drive, Hildebrandt Avenue,
Cincinnati Avenue, and Probandt Street.

Speed may be resumed after crossing is covered.

Stop must be made and member of crew must protect traffic while making engine or switching movement over W. W. White Road crossing (Loop 13), old Cuero main. In addition, burning fusee must be placed on each side of track while engines or cars are moving over crossing during hours of darkness and during inclement weather.

RULE 104. San Antonio: Normal position of inside crossover switch from station tracks west end passenger station to westward track, is for movement through crossover.

RULE 306. Following block signal equipped with triangular plate bearing letter "P", has included in its control limit, some special protective device:

Eastward Signal	Protection	Westward Signal
	Spring switch, east end siding Kirby	P-2015

RULE D-506. Automatic Block Signals Numbers 2063, 2075, 2076 and 2078 govern movements in both directions on double track between Interlocking Tower 121 and remote control interlocking at east end of double track East Yard.

Rule 507(e) will apply when signal displays stop indication for movements against current of traffic to permit engine with or without cars to couple to its train.

RULE 535. SPRING SWITCHES

Spring switches equipped with facing point locks located as follows:

Location		Normal Position
Kirby	East end siding	Main track

Spring switches not equipped with facing point locks located as follows:

Location		Normal Position
San Antonio	West end crossover from station tracks to westward track	Westward track
San Antonio	Diesel shop track No. 8	Diesel shop track No. 7

RULE 605. INTERLOCKING

Tower 105 (MP Crossing): When Signal 2140 (approaching Tower 105, on eastward track) displays stop indication, eastward trains or engines must communicate with operator before proceeding, to avoid blocking Zarzamora Street.

Tower 112 (MKT Crossing).

Tower 121 (Olive Street, San Antonio)

East Yard: Switches connecting east end of yard with main track and end of double track are power operated; switches and signals are controlled by operator in Tower 121.

When signals do not display desired indication, member of crew must communicate with operator.

RULE 680. AUTOMATIC INTERLOCKING

Automatic dual control switch at end of double track, Withers, MP 218.8.

Trains or engines that are not restricted by timetable or train orders, finding governing signal at Withers displaying stop indication, will be governed by Rules 663-C, 744 and 772.

Absolute signals governing westward movements at Withers serve both as interlocking and absolute signals.

Operating instructions, in case of signal failure or for switching movements, are located as follows:

1) In push button control box located on signal governing movements from westward main track.

2) In push button control box located on signal governing movements eastward to either main track.

3) In push button control box on signal case located south of eastward main track opposite dwarf signal governing westward movements on eastward main track.

RULE 705. LETTER TYPE INDICATORS

Illum. Letter	On Signal	Approaching	Authorizes and Requires Movement as Follows
M	2015	Kirby	Proceed on main track to west end siding.
S	2015	Kirby	Enter siding.

RULE 740. ABSOLUTE-PERMISSIVE BLOCK

Between MP 221.8 (Del Rio Subdivision) and Withers.

Absolute signals located at:

MP 221.8 on main track,

Fouling point on Cadet Spur, MP 221.80, Electric Lock.

Fouling point westward and eastward main track, Withers.

RULE 760. CENTRALIZED TRAFFIC CONTROL

East Yard and Kirby.

Limits extend between:

Eastward absolute signal MP 206.2, East Yard, and westward absolute signals west end siding, Kirby.

Signals controlled by operator, Tower 121, acting on authority of train dispatcher.

Main track switches listed below are hand-operated and absolute signal is provided to govern movement from these tracks to main track (See Rule 774).

Humble spur, MP 205.6.
Industry spur, MP 204.3.
Scobey spur, MP 205.8
Texaco spur, MP 203.7
Southern Transfer spur, MP 205.3

Eastward trains approaching Kirby and finding governing absolute signal displaying an indication permitting train to proceed on main track are authorized to proceed on main track, ahead of or against all trains to fouling point east end of siding.

GENERAL REGULATIONS

RULE 825. When trains or cars are left on any track, trainmen will set sufficient hand brakes to hold cars. Not less than the required number of brakes must be set, as follows:

San Antonio (Passenger Station)—Not less than two brakes on west end;

East Yard—Not less than three brakes on east end of cuts of cars west of walkway, and not less than ten brakes on east end of cuts of cars east of walkway.

MISCELLANEOUS

LOCATION OF OVERHEAD AND SIDE STRUCTURES NOT STANDARD CLEARANCE ON MAIN TRACK AND SIDINGS

MP	LOCATION		DESCRIPTION
221.82	West of Withers	Loop 410 Overpass	Overhead
217.89	East of Withers	Loop 13 Overpass	Overhead
214.5	East of Withers	I H 10 Overpass	Overhead & Side
214.1	East of Withers	Kirk Place Overpass	Overhead
212.56	East of Withers	Interstate 35 Overpass	Overhead
212.16	Del Rio Subdiv.	Nogalitos Street Underpass	Side
210.66	East of Withers	Highway 90 Overpass	Overhead
240.42	Kerrville Branch	Expressway Underpass	Side
238.34	Kerrville Branch	Expressway Underpass	Side
239.23	Kerrville Branch	Interstate 10 Overpass	Overhead
239.30	Kerrville Branch	Interstate 10 Overpass	Overhead
209.35	San Antonio Psgr. Sta.	Depot Umbrella Sheds	Overhead & Side
208.10	Curve at Diesel Shop	Fence (westward track)	Side
206.24	Flatonia Subdiv.	MKT Underpass	Side
204.64	West of Kirby	Salado Creek Bridge	Overhead & Side
203.96	West of Kirby	Highway Overpass	Overhead
203.37	West of Kirby	Loop 13 Overpass	Overhead
0.8	Alice Subdivision	Interstate 10 Overpass	Overhead

SPEED RESTRICTIONS

*Through corporate limits of San Antonio trains and engines must not exceed speed indicated:

Between	MPH
MKT Underpass to Probandt Street	30
Probandt Street to Brady Boulevard	40
Brady Boulevard to Cupples Road	45
Tower 112 to Loop 410 (Kerrville Branch)	15
Tower 112 to S.E. Military Drive (Alice Subdivision)	20
S.E. Military Drive to MP 7 (Alice Subdivision)	30

*City ordinance speed restrictions are applicable approaching public crossings and until engine has covered public crossings within corporate limits.

Do not exceed 10 MPH in eastward movement over Lone Star Boulevard, Mile Post 0.1, Alice Subdivision.

SPECIAL INSTRUCTIONS—FLATONIA SUBDIVISION

(For movements within yard limits San Antonio, see **Special Instructions, San Antonio Yard Limits.** For movements between Flatonia and Hearne, see **Special Instructions, Flatonia Subdivision Dallas Division.)**

RULE 10-J. Location of speed signs not located at distance prescribed:

Speed Sign Location (Mile)	Distance from Beginning of Restriction (Mile)	Speed Sign Location (Mile)	Distance from Beginning of Restriction (Mile)
EASTWARD		WESTWARD	
119.98	0.50	120.03	1.08
		119.91	1.20

Rule 93. Yard limits are established at the following stations:

West MP		East MP
	San Antonio	201.00
180.00	Seguin	171.87
156.00	Luling	152.25
145.25	Harwood	142.00
122.76	Flatonia (San Antonio-Glidden)	118.00
27.80	Flatonia (Yoakum-Hearne)	30.53
108.40	Schulenburg	106.10
90.00	Glidden	78.16

Gonzales: The main track ends at the wye switch. All tracks at and west of this point are yard tracks.

RULE 103-A. At locations indicated below a member of crew must take position at crossing to afford protection to traffic:

Blumberg Spur, MP 179.3 — Highway 78.

Nolte Spur, MP 178.2 — Highway 78.

Seguin — All movements on industry tracks over Highway 90.

Gonzales — St. Joseph Street.

RULE 104. Normal position of rigid switch at junction:

Flatonia	Shiner Branch, for San Antonio Line.

RULE 211. Will apply when letter "M" is illuminated in letter type indicator, as follows:

On Signal	Approaching
Eastward Signals 1534 and 1536 East end siding	Luling

RULE 221. Unit for display of flashing white light installed at following location:

Station	Location	Direction
Seguin	On train-order signal	Eastward and Westward
Luling	On mast signal P-1535	Eastward

Display of flashing white light indicates that train-order signal is displaying proceed indication or that train-order operator has train orders ready for delivery, that such train orders do not restrict train at that station, and that train, provided it is not restricted by timetable or train orders previously received, may pass fouling point of switch at which an opposing train may enter siding or place where time applies if there is no siding.

When flashing white light on Signal P-1535 or letter "M" is not displayed on Signals 1534 or 1536, governing eastward trains, east end siding, Luling, permission must be obtained from train dispatcher before passing fouling point of siding.

RULE 306. Following block signals equipped with triangular plate bearing letter "P" have included in their control limit, some special protective device:

Eastward Signal	Protection	Westward Signal
P-1890	Spring switches, Cibolo	P-1871
P-1738	Spring switches, Seguin	P-1727
P-1648	Spring switches, Kingsbury	P-1635
P-1556	Spring switches, Luling	P-1535
P-1398	Spring switches, Sandy Fork	P-1387
P-1312	Spring switches, Waelder	P-1301
P-970	Collision detector highway underpass Bridge 95.36	P-933

RULE 505. AUTOMATIC BLOCK SIGNAL SYSTEM

Sign reading "Approach Circuit" located 200 feet east of Signal 1395 on south side siding Sandy Fork, governs westward trains on siding, trains must not pass this sign until opposing train has entered the block.

RULE 535. SPRING SWITCHES

Spring switches equipped with facing point locks located as follows:

Location		Normal Position
Cibolo	West and east end siding	Main track
Seguin	West and east end siding	Main track
Kingsbury	West and east end siding	Main track
Luling	West and east end siding	Main track
Sandy Fork	West and east end siding	Main track
Waelder	West and east end siding	Main track

RULE 605. INTERLOCKING

Flatonia (Tower 3, SP Crossing): West switch of siding is power-operated; switch and signals controlled by operator.

Trains approaching Flatonia and finding governing interlocking signals displaying an indication permitting train to proceed on main track are authorized to proceed on main track, ahead of or against all trains to the interlocking signal at the opposite end of the siding.

RULE 705. LETTER TYPE INDICATOR

Indicator located as follows:

Illum. Letters	On Signal	Approaching	Authorizes and Requires Movement as Follows
Z	1635	Kingsbury	Provided train holds authority to continue on main track, it may pass signal displaying stop indication without stopping or inspecting spring switch as required by Rules at restricted speed.

RULE 705. HOT BOX DETECTORS

Illum. Letter	On Signal	Approaching	Location of Readout
W	1788	Seguin	
W	1782	Seguin (From Nolte Spur)	
H	1756	Seguin	East switch siding Seguin
W	1755	Cibolo	
H	On mast MP 179.97	Cibolo	MP 181.6
H	On Mast MP 162.9	Kingsbury	West switch siding Kingsbury
W	1624	Luling	
W	1599	Kingsbury	
H	On Mast MP 158.9	Luling	MP 156.9
H	1285	Waelder	West end siding Waelder
W	1284	Flatonia	
H	1236	Flatonia	East end siding Flatonia
W	1235	Waelder	

Refer to Rule 705 All Subdivisions.

GENERAL REGULATIONS

RULE 825. When trains or cars are left on any track, trainmen will set sufficient hand brakes to hold cars. Not less than required number of brakes must be set, as follows:

Glidden	Not less than five brakes on east end.

MISCELLANEOUS

LOCATION OF OVERHEAD AND SIDE STRUCTURES NOT STANDARD CLEARANCE ON MAIN TRACK AND SIDINGS

MP	LOCATION		DESCRIPTION
193.10	West of Cibolo	Cibolo Bridge	Overhead & Side
178.43	West of Seguin	Guadalupe Bridge	Overhead & Side
175.92	West of Seguin	Highway 351 Overpass	Overhead
175.5	West of Seguin	Interstate 10 Overpass	Overhead
172.34	East of Seguin	Geronimo Bridge	Overhead & Side
172.8	East of Seguin	FM 123 Overpass	Overhead
171.8	East of Seguin	Interstate 10 Overpass	Overhead
156.48	West of Luling	West San Marcos Bridge	Overhead & Side
150.27	East of Luling	Plum Bridge	Overhead & Side
139.98	West of Sandy Fork	Sandy Fork Bridge	Overhead & Side
127.06	East of Waelder	Peach Bridge	Overhead & Side
108.95	West of Schulenburg	West Navidad Bridge	Overhead & Side
108.31	West of Schulenburg	Foster Bridge	Side
103.41	East of Schulenburg	East Navidad Bridge	Overhead & Side
102.40	East of Schulenburg	Interstate 10 Overpass	Overhead
95.36	East of Weimar	Highway Underpass	Side
2	Gonzales Branch	I H 10 Overpass	Overhead

Dragging and/or derailed equipment detectors and indicators installed at the following locations:

MP	Location
179.9	Between Cibolo and Seguin
175.6	Between Cibolo and Seguin
128.5	Between Waelder and Flatonia
123.6	Between Waelder and Flatonia

The indicator will apply to trains in both directions and are mounted on post on north side of track near detectors.

Normal indication dark. When indicator is activated, blue indicator light will be displayed in both directions and when illuminated, enginemen or trainmen will stop train and make inspection of train and track, advising dispatcher promptly.

Detector	Indicator	Location
MP 158.9	158.9	Kingsbury-Luling
	156.9	Kingsbury-Luling

The indicators will apply to trains in both directions and are mounted on post adjacent to track. Normal indication dark. When indicator is activated by detector, **red revolving lights** will be displayed in both directions and when illuminated, enginemen or trainmen will stop train and make inspection of train and track, advising dispatcher promptly.

SPEED RESTRICTIONS

6 MPH over St. Joseph Street crossing, Gonzales.

15 MPH through curve connecting Dallas Division and San Antonio Division, Flatonia

*Through corporate limits speed of trains restricted as follows:

Mile post location of City Limits specified below:

West MP	Station	East MP	MPH
174.33	Seguin	173.07	45
154.41	Luling	152.21	40
120.08	Flatonia	118.93	45
107.78	Schulenburg	106.78	45
99.52	Weimar	98.34	30

*City ordinance speed restrictions are applicable approaching public crossings and until engine has covered public crossings within corporate limits.

SPECIAL INSTRUCTIONS—ALICE SUBDIVISION

(For movements within yard limits San Antonio, also see **Special Instructions, San Antonio Yard Limits** and for movements between Victoria and Beeville, see **Special Instructions, Alice Subdivision Houston Division.**)

CORPUS CHRISTI BRANCH

RULE 10-J. Location of speed signs not located at disance prescribed:

Speed Sign Location (Mile)	Distance from Beginning of Resriction (Mile)
WESTWARD	
104.7	0.3

LOCATION WHERE SPEED SIGNS ARE NOT USED TO AUTHORIZE AN INCREASE IN SPEED.

EASTWARD			WESTWARD		
Speed Sign Location (Mile)	Beginning of Restriction (Mile)	End of Restriction (Mile)	Speed Sign Location (Mile)	Beginning of Restriction (Mile)	End of Restriction (Mile)
ALICE SUBDIVISION					
18.88	18.24	14.00	13.25	14.00	18.24
62.25	61.50	61.00	60.25	61.00	61.50
BROWNSVILLE BRANCH					
143.65	142.89	142.65	142.00	142.65	142.89
160.61	159.25	159.00	158.22	159.00	159.25
175.35	174.60	172.61	171.92	172.61	174.60
CORPUS CHRISTI BRANCH					
122.6	122.23	105.0	104.7	105.00	122.23

RULE 93. Yard limits are established at the following stations:

West MP		East MP
	Brownsville	203.00
176.86	Harlingen	171.04
165.60	Santa Rosa	163.90
154.67	Elsa	152.56
	McAllen	150.50
145.00	Edinburg Yard (McAllen Branch)	
143.97	Edinburg Yard (Brownsville Branch)	138.87
81.50	Falfurrias	77.57
45.87	Alice	40.86
16.13	Mathis	10.99
124.37	Sinton	120.00
106.30	Skidmore (Corpus Christi Branch)	
1.60	Skidmore (Alice Subdivision)	102.69
96.39	Beeville (Skidmore-East Yard)	91.00
96.39	Beeville (Skidmore-Victoria)	143.00
5.36	San Antonio	

Brownsville: Main track ends at Edelstein spur, MP 203.88. All tracks west of this point are yard tracks.

McAllen: Main track ends at east switch of run-around track at Pecan Street, MP 151.13. All tracks west of this point are yard tracks.

RULE 98. RAILROAD CROSSINGS AT GRADE NOT INTERLOCKED

MP 205.1, Brownsville—M. P. Belt Crossing.

MP 152.0, McAllen—M. P. Crossing.

MP 43.4 Alice—Tex-Mex. Crossing: Protected by gate and light. Trains and engines must approach crossing with caution and when gate is set against Tex-Mex movements SP movements may be made over crossing without stopping not exceeding six (6) MPH until crossing covered.Should gate be inoperative or should light not be displayed by night, movements must stop and route known to be clear before proceeding. Crews will not be required to change position of gate after making move over crossing.

Drawbridges not interlocked:

Corpus Christi Ship Channel: Lift bridge on thoroughfare track is protected by gates equipped with lights. When gates are set for rail traffic, GREEN light may be displayed in center of track and on bridge above gate;when set for water traffic, a RED light may be displayed on gate in center of track and on bridge above gate. Trains or engines must approach gates with CAUTION and STOP if route is not clear. When route is clear trains or engines may proceed without stopping.

RULE 103-A. Cars must not be kicked or dropped over the following crossings and before making engine or switching movements over such crossings, a member of crew must take position to afford protection to traffic while movement is being made:

Harlingen	Highway crossing on tracks serving Valley Co-op Mill.
McAllen	First highway crossing west of M. P. crossing, and over Pecan Street crossing.
Edinburg	Harriman Street, first crossing east of old passenger station.
Gregory	All crossings in Reynolds Aluminum Company Plant.
Kosmos	State Highway 35 crossing on Kosmos spur.
Rockport	Church Street, second street east of station.
Mathis	State Highway 359 crossing on M. P. Interchange track.

RULE 104. Normal position of rigid switches at junctions:

Edinburg Jct.	For Brownsville Branch
Skidmore	For Alice Line
Sinton	For M.P. Connection

RULE 221. Unit for display of flashing white light installed at following location:

Station	Location	Direction
Kenedy	On mast MP 61.4	Eastward

Display of flashing white light indicates that train-order signal is displaying proceed indication or that train-order operator has train orders ready for delivery, that such train orders do not restrict train at that station, and that train, provided it is not restricted by timetable or train orders previously received, may pass fouling point of switch at which an opposing train may enter siding or place where time applies if there is no siding.

RULE 505. AUTOMATIC BLOCK SIGNAL SYSTEM

MP Jct. Distant signal D-14 just west of Up River Road. When this signal is displaying restrictive indication, trains must not block Up River Road until it has been determined that movement onto Missouri Pacific main track can be made without stopping.

SP Jct. Trains that are scheduled to operate Sinton to Corpus Christi finding Distant signal D-1221 displaying restrictive indication must not pass this signal, except in switching movements, until Missouri Pacific dispatcher has been contacted. Missouri Pacific telephone located opposite signal D-1221.

RULE 535. SPRING SWITCH

Spring switch not equipped with facing point lock located as follows:

Location	Normal Position
*MP Junction	
Connection to Savage Lane	Missouri Pacific Connection

*Equipped with switch point indicator.

RULE 605. INTERLOCKING

BROWNSVILLE BRANCH

Tower 151, MP 191.3, M. P. Crossing—No operator on duty. Normally lined for SP.

Tower 147, MP 181.2, M. P. Crossing—No operator on duty. Normally lined for SP.

Tower 145, MP 143.7, M. P. Crossing—No operator on duty. Normally lined for SP.

RULE 680. AUTOMATIC INTERLOCKING

Harlingen	Tower 138	M. P. Crossing.
Mathis	Tower 159	M. P. Crossing.
Corpus Christi	Thoroughfare Track	M. P. Crossing.
Sinton		M. P. Crossing.

RULE 760. CENTRALIZED TRAFFIC CONTROL

Skidmore and Beeville.

Limits extend between:

Eastward absolute signal, MP 103.8, east switch, Skidmore and

Westward absolute signals at junction of Alice-Victoria-East Yard Lines at Beeville.

Signals controlled by operator Skidmore, acting upon authority of train dispatcher.

Siding, Darby, has dual control switches equipped with crank, each end.

Junction switch, Beeville, is dual control switch equipped with crank.

Spur track MP 94.54, near Darby, is equipped with Electric Switch Lock.

GENERAL REGULATIONS

RULE 825. When trains or cars are left on any track, trainmen will set sufficient hand brakes to hold cars. Not less than required number of brakes must be set, as follows:

Brownsville—Not less than two brakes on east end.

Gregory—Not less than two brakes on west end.

Skidmore—Not less than three brakes on east end.

Karnes City—Not less than three brakes on west end.

Arroyo, MP 180.06—Air brakes must be cut in on all cars handled beyond grain elevator on Port tracks.

Burnell—Air brakes must be cut in on all cars handled on Pan American Petroleum tracks.

MISCELLANEOUS

Seeligson: Engines must not go beyond engine restriction signs on loading rack tracks.

Redfish: Engines must not go beyond engine restriction signs on loading rack tracks.

Aransas Pass: Engines must not go beyond No. 2 track switch Great Lakes Dredge and Dock Co. tracks.

Gregory: Engines and cars must not be operated beyond a point 50 feet east of scales on tracks B and C, Sherwin Plant.

Burnell: Engines must not go beyond engine restriction signs on loading rack tracks.

Kenedy: Boxed-in, screw-type grain conveyor, 146 feet in length, paralleling north side of Cotton Oil Mill track, does not provide standard clearance.

LOCATION OF OVERHEAD AND SIDE STRUCTURES NOT STANDARD CLEARANCE ON MAIN TRACK AND SIDINGS

MP	LOCATION	DESCRIPTION
	ALICE-EAST YARD LINE	
6.53	West of Twr. 112	Loop 410 Overpass—Overhead
10.61	West of Twr. 112	Interstate 37 Overpass—Overhead
20.26	West of Saspamco	Calaveras Creek Bridge—Overhead & Side
44.64	West of Falls City	San Antonio River Bridge—Overhead & Side
63.64	West of Kenedy	Highway 181 Overpass—Overhead
0.42	West of Skidmore	Highway 181 Overpass—Overhead
18.88	West of Mathis	Nueces River Bridge—Overhead & Side
	BROWNSVILLE BRANCH	
204.5	East of Brownsville	Expressway Overpass—Overhead

SPEED RESTRICTIONS:

20 MPH between interlocking signals Tower 151.

20 MPH between interlocking signals Tower 147.

20 MPH between interlocking signals Tower 145.

20 MPH between Edinburg Jct. and Edinburg Yard.

20 MPH through turnout and curve connecting Victoria and East Yard lines Beeville.

15 MPH over switches and connection, S.P. Junction, Corpus Christi Branch.

15 MPH over switches and connection, M.P. Junction, Corpus Christi Branch.

*Through corporate limits speed of trains restricted as follows:

Mile post location of City Limits specified below:

West MP	Station	East MP	MPH
176.26	Harlingen	172.19	20
154.49	Elsa	153.10	30
152.69	McAllen	150.4	15
156.6	Corpus Christi	152.8	18
44.40	Alice	42.15	15
131.55	Taft	130.35	15
123.47	Sinton	122.23	15
94.51	Beeville	91.79	20
62.77	Kenedy	60.54	40

*City ordinance speed restrictions are applicable approaching public crossings and until engine has covered public crossings within corporate limits.

RATINGS OF ENGINES—IN UNITS OF 2000 LBS. (TONS)

ENGINE NUMBERS	El Paso to Sierra Blanca	Sierra Blanca to Valentine	Valentine to MP 741	MP 741 to El Paso	Valentine to MP 420	MP 420 to Del Rio	Paisano to Valentine	Del Rio to Paisano	Del Rio and Sabinal	Sabinal and Lacoste	Lacoste and San Antonio	San Antonio to Seguin	Weimar to Glidden	Glidden to Kingsbury	Seguin to Weimar	Kingsbury to San Antonio
5900 to 5916, 6000 to 6054	1355	2185	1575	1920	1505	2030	2030	1425	1865	1480	2160	2275	2275	1315	1315	1985
6172 to 6470, 8090 to 8305, 304 to 379, 535 to 553, 925 to 975	1250	1875	1550	1875	1400	1875	1875	1200	1425	1400	1875	1875	1875	1500	1500	1875
600 to 637, 632, 701 to 725, 3400 to 3727	2650	3520	2550	3090	2425	3270	3270	2310	3025	2410	3475	3650	3650	2190	2190	3200
4900 to 4902, 5205 to 5248, 5253 to 5278	2385	3900	2780	3405	2650	3615	3615	2510	3310	2605	3850	4060	4060	2305	2305	3525
2700 to 2742	2225	3650	2600	3185	2480	3380	3380	2345	3095	2430	3605	3800	3800	2150	2150	3300
3800 to 3966	2500	4095	2920	3570	2780	3790	3790	2635	3470	2730	4040	4260	4260	2420	2420	3700
2950 to 2970	2995	4895	3490	4270	3330	4535	4535	3155	4150	3270	4830	5095	5095	2895	2895	4255
3020 to 3035	2900	4725	3380	4130	3225	4380	4380	3055	4015	3165	4665	4920	4920	2805	2805	4280
2850 to 2890	2350	3520	2550	3090	2425	3270	3270	2310	3025	2410	4625	4875	4875	2925	2925	4250
5150 to 5162	2900	4650	3360	4080	3215	4335	4335	3045	3975	3155	4595	4835	4835	2805	2805	4225
2900 to 2936	1673	2700	1946	2368	1857	2509	2509	1761	2303	1825	2668	2808	2808	1620	1620	2451
4000 to 4087	2686	4023	2914	3531	2771	3737	3737	2640	3457	2754	3971	4171	4171	2503	2503	3657
6500 to 6767	3355	5030	3640	4415	3465	4670	4670	3300	4320	3440	3971	5215	5215	3130	3130	4570
5000 to 5017	3020	4525	3275	3970	3115	4200	4200	2970	3885	3095	4465	4690	4690	2815	2815	4110
9500 to 9502, 9550 to 9552	6710	10060	7280	8830	6930	9340	9340	6600	8640	6880	9930	10440	10440	6260	6260	9150
9100 to 9120, 9150 to 9152	5380	8060	5840	7075	5555	7490	7490	5290	6925	5520	7955	8360	8360	5015	5015	7330
1703 to 1845	1300	1950	1410	1720	1340	1820	1820	1270	1690	1331	1940	2040	2040	1200	1200	1780
1914 to 1953	1140	1700	1225	1495	1160	1585	1585	1100	1450	1155	1685	1775	1775	1050	1050	1550
177 to 184	2540	3800	2740	3320	2600	3520	3520	2470	3250	2580	3745	3950	3950	2350	2350	3450
2200 to 2293	1365	2060	1480	1800	1400	1910	1910	1335	1750	1395	2030	2150	2150	1260	1260	1860
1100 to 1128	960	1450	1040	1275	990	1355	1355	940	1250	980	1440	1515	1515	900	900	1325
7600 to 7607, 8400 to 8488, 7800 to 7814, 7900 to 7929, 6900 to 6928, 7100 to 7128	4020	6020	4360	5285	4145	5590	5590	3950	5170	4120	5940	6240	6240	3745	3745	5470
3200 to 3209, 8800 to 9068	4835	7240	5245	6355	4990	6725	6725	4750	6220	4995	7150	7510	7510	4505	4505	6580
7025 to 7028, 7150 to 7159	3760	5630	4080	4945	3880	5230	5230	3695	4840	3855	5560	5840	5840	3505	3505	5120
2400 to 2409, 2450 to 2522	2015	3015	2185	2650	2080	2800	2800	1980	2590	2065	2980	3130	3130	1875	1875	2740
5300 to 5317	3090	4625	3350	4060	3185	4295	4295	3035	3975	3165	4565	4795	4795	2880	2880	4205

ENGINE NUMBERS	San Antonio and Kenedy	Kenedy to Beeville	Beeville and Corpus Christi	Beeville to Kenedy	Skidmore and Alice	Alice and McAllen	Edinburg Jct. and Brownsville	Gregory and Rockport	San Antonio to Camp Stanley	Camp Stanley and Kerrville	Camp Stanley to San Antonio	Eagle Pass to Spofford	Spofford to Eagle Pass	Harwood and Gonzales
5900 to 5916, 6000 to 6054														
6172 to 6470, 8090 to 8305, 304 to 379, 535 to 553, 925 to 975	1650	1500	3000	1600	1950	3730	3730	3000	1250	1250	1500	1875	1875	1900
600 to 637, 632, 701 to 725, 3400 to 3727	2350	2150	5000	2250	3000	5300	5300	5000	2100	2100	3860	3090	3960	3050
4900 to 4902, 5205 to 5248, 5253 to 5278	2580	2345	4775	2425	3045	5695	5695	4775	2050	2050	4295	3405	4420	3365
2700 to 2742	2410	2190	4475	2265	2850	5725	5725	4475	1910	1910	4020	3185	4140	3135
3800 to 3966	2705	2460	5015	2545	3195	6570	6570	5015	2150	2150	4510	3570	4640	3530
2950 to 2970	3240	2940	5995	3045	3825	6210	6210	5995	2580	2580	5390	4270	5550	4220
3020 to 3035	3140	2555	5775	2950	3700	6585	6585	5775	2500	2500	5200	4130	5355	4083
2850 to 2890	3150	2900	5700	3000	3700	6500	6500	5700	2520	2520	5140	4110	5290	4075
5150 to 5162	3125	2850	5640	2945	3670	6415	6415	5640	2500	2500	5100	4085	5245	4040
2900 to 2936	1808	1646	3280	1701	2126	4236	4236 †	3280	1442 †	1442	2964	2368	3048	2360
4000 to 4087	2686	2457	5714	2572	3429	6057	6057	5714	2400	2400	4410	3532	4526	3486
6500 to 6767	3355	3070	7140	3215	4285 •	7570 •	7570 †	7140	3000 †	3000	5515	4415	5655	4355
5000 to 5017	3020	2765	6425	2890	4240	6810	6810	6425	2700 ♦	2700	2700	3970	5090	3920
9500 to 9502, 9550 to 9552		6150	*14300	6430	8580 •	15160 •	15160					8840	11320	
9100 to 9120, 9150 to 9152	5380	4925	*11450	5150	6870 •	12135 •	12135 •	11450	4810	4810	8840	7075	9070	6985
1703 to 1845	1300	1200	2350	1250	1500	3500	3500	2350	1040	1040	2150	1720	2220	1675
1914 to 1953	1300	1200	2350	1250	1500	3500	3500	2350	900	900	1875	1495	1930	1475
177 to 184	2550	2300	4650	2400	3000	5850	5850	4650	2025	2025	4160	3320	4285	3275
2200 to 2293	1375	1350	2500	1450	1650	3500	3500	2500	1100	1100	2260	1800	2320	1775
1100 to 1128	1000	900	1800	1000	1150	2700	2700	1800	750	750	1600	1275	1650	1260
7600 to 7607, 8400 to 8488, 7800 to 7814, 7900 to 7929, 6900 to 6928, 7100 to 7128	4020	3675	8550	3850	5130	9065	9065	8550	3590	3590	6600	5285	6770	5215
3200 to 3209, 8800 to 9068		4420	•10285	4630	6170	•10900	•10900					6355	8145	
7025 to 7028, 7150 to 7159		3440	• 8000	3600	4800	• 8480	• 8480					4945	6335	
2400 to 2409, 2450 to 2522	2015	1840	4285	1930	2570	4540	4540	4285	1800	1800	3310	2650	3395	2615
5300 to 5317		2825	• 6570	2955	3940	• 6965	• 6965					4060	5205	

ON BRANCH LINES UNLESS AUTHORIZED BY SUPERINTENDENT, ENGINES WILL NOT BE PERMITTED TO OPERATE ON THOSE TERRITORIES WHERE NO RATING SHOWN IN ENGINE RATING TABLE.

* Engines 9500-9502, 9550-9552, 9100-9120, 9150-9152 must not exceed 40 MPH between Beeville and Skidmore and 25 MPH between Skidmore and Gregory.

† Restricted to 20 MPH.

• Restricted to 25 MPH.

♦ Restricted to 30 MPH.